Washington State Freight Rail Plan

2010-2030

Paula J. Hammond, P.E. Secretary

David L. Dye, P.E. Deputy Secretary

Steve Reinmuth
Chief of Staff

Scott Witt

Director State Rail and Marine Office

Washington State Transportation Commission

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Processes of Plan Development

Macro Policy Environment

- Addressing freight demand with multimodal and intermodal solutions.
- Seeking viable options to enhance capacity, increase energy efficiency, and reduce greenhouse gas emissions.
- Developing robust and resilient multimodal transportation systems to increase safety and security for economies and society.
- Reviving the role of rail systems in strategic investment for transportation infrastructure.
- Competing needs for limited resources (capital & land).

Background

- Update of the Washington State Freight Rail Plan 1998 Update.
- Compliance with Federal Railroad Administration (FRA)
 requirements that the state establishes, updates, and revises
 a rail plan in order to receive federal assistance.
- Fulfillment of Washington State requirements—under RCW 47.76.220, that (WSDOT)—to prepare and update a state rail plan that identifies, evaluates, and encourages essential rail services.
- To be Integrated into 2010 Statewide Multimodal Transportation Plan, and Aligned with the National Rail Plan.

Purposes

- Develop vision, goals, and strategies for freight rail in terms of public interests.
- Provide statewide information of the freight rail system and assess the demand and capacity of freight rail system.
- Identify key issues (port access and railroad abandonment, state roles and authority) and the needs of statewide infrastructure improvements.
- Provide guidance on investment criteria and priorities for the state's freight rail system.
- Address key policy and management issues related to freight rail system capacity and performance (funding, authority, public interests, state roles).
- Fulfill both state and federal statutory requirements for freight rail plan.

Stakeholder Involvement

Broad Stakeholder Involvement

- Railroads
- Ports
- Shippers/industries
- Federal and state agencies
- MPO/RTPO
- Regional and local public entities
- Private interest groups

2. Processes

- Key stakeholders meetings
- Large group meetings
- Vision/goal/strategy workshop
- Plan draft review
- Public open house
- Web site updates

Role of the Advisory Committee

- Helped develop vision of the freight rail plan.
- Provided assistance to update information for freight rail system, capacity, and needs.
- Identified and assessed port access and rail abandonment issues.
- Helped assess and evaluate beneficial impacts of rail infrastructure improvements on society.
- Helped WSDOT understand concerns of local communities and organizations.

AASHTO Rail Plan Guidebook (2009)

- Background.
- Rail self-assessment.
- Coordination and outreach.
- Vision, goals, and objectives.
- Rail system inventory.
- Rail issues and opportunities.
- Needs identification.
- Project evaluation approach.
- Funding for implementation.

National Rail Plan - Freight and Passenger

- Under PRIIA Section 307, the USDOT is to develop a national rail plan to be:
 - consistent with approved state rail plans
 - to promote an integrated, cohesive, efficient, and optimized national rail system for the movement of goods and people.
- The national rail plan will expand upon the vision, including identifying specific corridor goals and success measures.
- The plan will likely provide an opportunity to revise the high-speed rail designations, including a new category of approved corridors.

Overview

Contents

- Executive Summary
- Chapter 1: Plan Purpose and Authority
- Chapter 2: State Rail Vision
- Chapter 3: Rail System and Freight Services in Washington State
- Chapter 4: Freight Rail Services Effects on the Economy and Society
- Chapter 5: Changing Rail System Issue Discussion and Needs Assessment
- Chapter 6: State Roles and Partners
- Chapter 7: Investment Prioritization and Project Evaluation
- Chapter 8: Financing WA State's Rail System
- Chapter 9: Challenges and Opportunities

Statutory Requirements

Federal Requirements

- Passenger Rail Investment and Improvement Act of 2008 (PRIIA, HR 2096), Public Law 110-432, Division B, Title 3, Section 303, Chapter 227 (State Rail Plans)
- Older legislation 49 CFR Part 266 (Assistance to States for Local Rail Service) and USC Title 49, Subtitle V, Part B, Chapter 221 (Local Rail Freight Assistance)

State Requirements

- RCW 47.76.220 (Rail Freight Service, State Rail Plan)
- RCW 47.06.040 (Statewide Multimodal Transportation Plan)
- RCW 47.06.080 (Statewide Transportation Planning)
- RCW 47.04.280 (Transportation System Policy Goals)
- 1989 Centennial Accord and 2009 Washington State Secretary of Transportation Executive Order 1025.01 (Tribal Consultation)

Vision

The Washington State freight rail system is a safe, reliable, costeffective, energy-efficient, and environmentally-friendly
transportation mode for domestic and international cargo deliveries.
As a critical part of Washington's multimodal transportation system,
the rail system leverages intermodal connections to provide a
seamless system for cargo deliveries to customers, to improve the
mobility of people and goods, and to support Washington's
economy by creating and sustaining family-wage jobs and livable
communities.

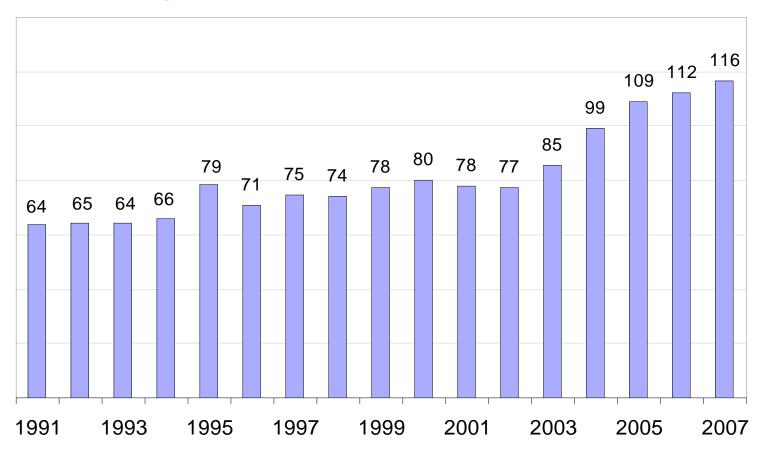
Goals

- Economic Competitiveness and Viability: Support Washington's economic competitiveness and economic viability through strategic freight partnerships.
- **Preservation**: Preserve the ability of Washington's freight rail system to efficiently serve the needs of its customers.
- Capacity: Facilitate freight rail system capacity increases to improve mobility, reduce congestion, and meet the growing needs of Washington's freight rail users, when economically justified.

Goals (continued)

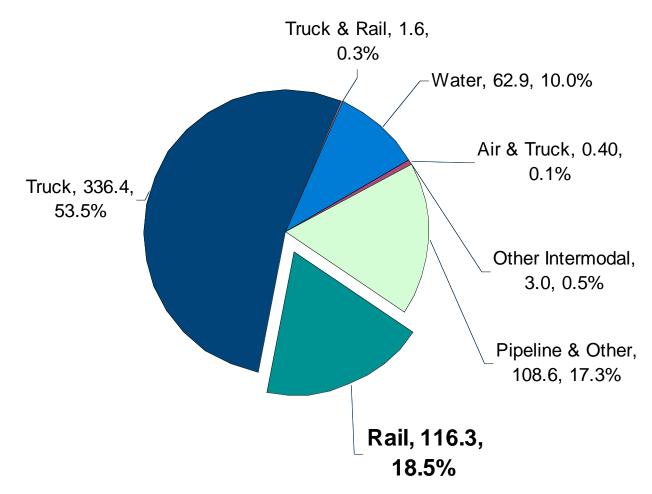
- Energy Efficiency and Environmental: Take advantage of freight rail's modal energy efficiency to reduce the negative environmental impact of freight movement in Washington.
- Safety and Security: Address the safety and security of the freight rail system and make enhancements, where appropriate.
- **Livability**: Encourage livable communities and family-wage jobs through freight rail system improvements.

Washington State Rail Freight 1991 to 2007 (Million Tons) Average Annual Growth Rate (1991 - 2007) = 3.8 %



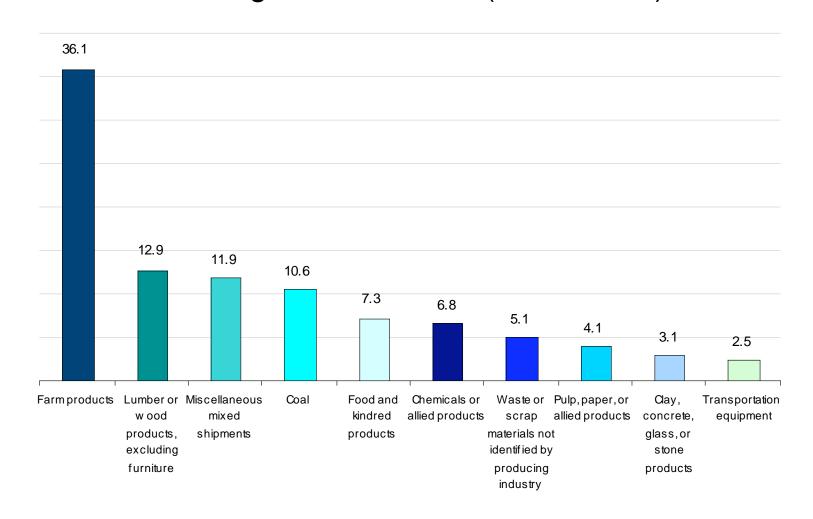
Source: WSDOT State Rail and Marine Office - Waybill Data Analysis

Freight by Mode - WA State 2007 (million tons)



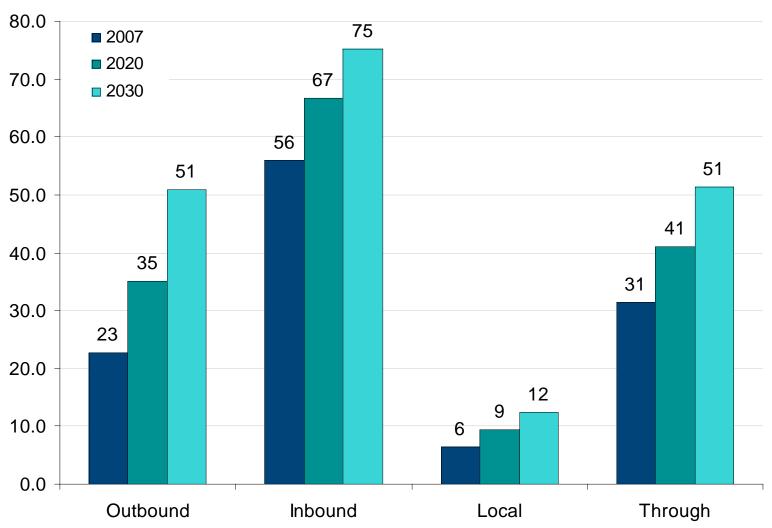
Source: WSDOT State Rail and Marine Office - Analysis based on FHWA Freight FAF data and STB Waybill data.

Top 10 Commodities shipped by Rail Washington State 2007 (million tons)

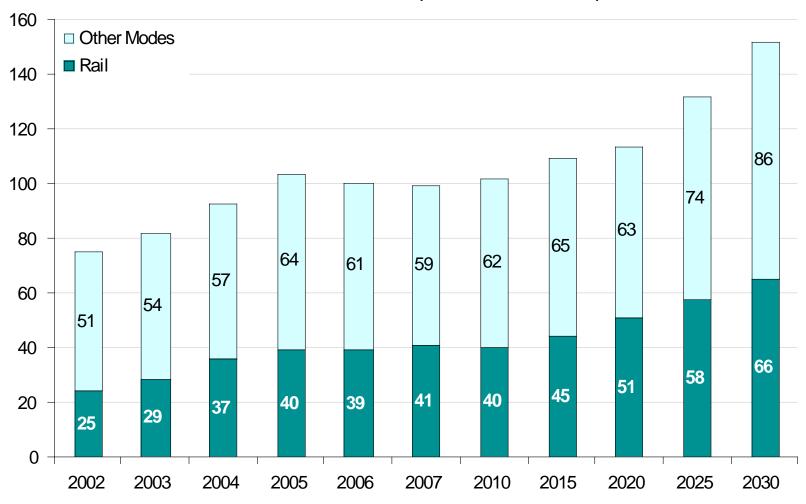


Source: WSDOT State Rail and Marine Office - Analysis based on FHWA Freight FAF data and STB Waybill data.

Washington State Rail Freight: 2007, 2020, 2030 (Million Tons)

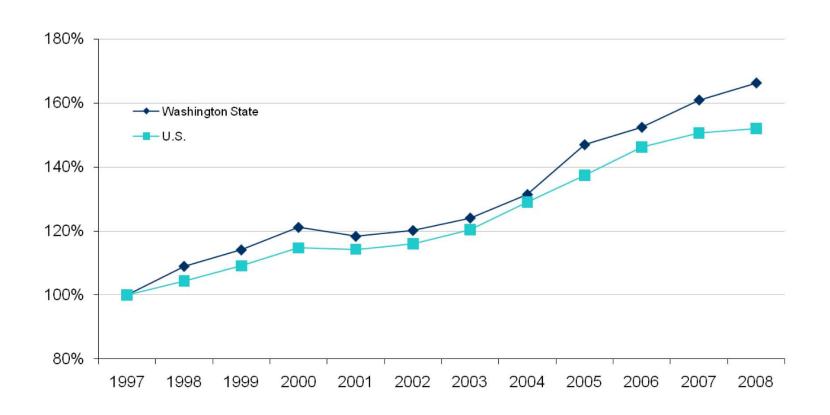


Marine Cargo Trends – Rail vs. Other Modes 2002 to 2030 (Million Tons)



Source: 2009 WPPA/WSDOT Marine Cargo Forecast

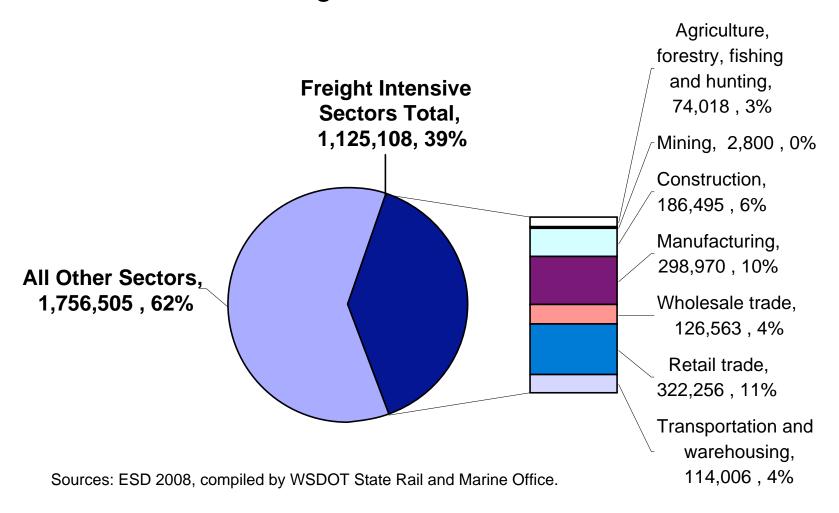
GDP Growth of Freight Dependent Sectors: Washington State vs. United States



Source: Bureau of Economic Analysis

Freight-Dependent Sectors Employment:

Washington State 2008 First Quarter

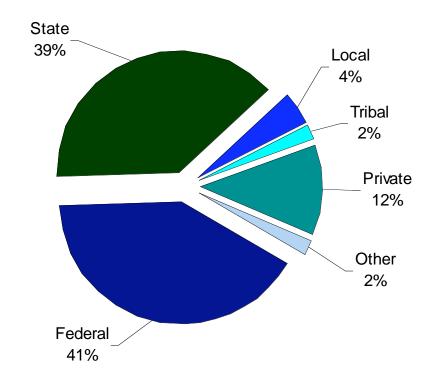


Rail Issues

- Capacity North-south, east-west including the coordination with passenger rail and commuter rail
- Competitiveness
- Short-lines, at-risk lines
- Port access
- Intermodal connector

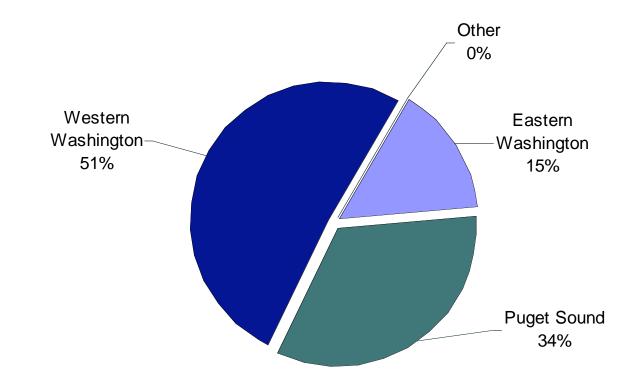
Rail Needs Assessment by Reported Sources

108 Projects indentified, Total \$1.8 Billion

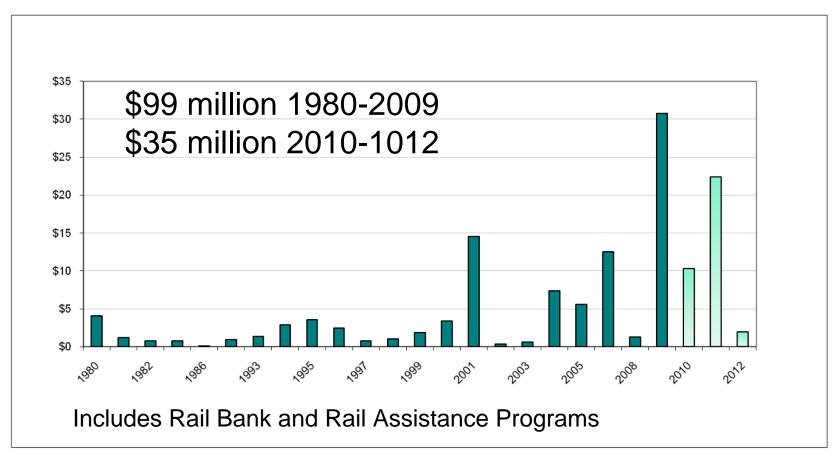


Rail Needs Assessment by Area

108 Projects indentified, (6 without costs)
Total \$1.8 Billion



WSDOT State Rail and Marine Office Freight Rail Investments (\$Millions)



State Roles in Freight Rail Transportation

- Provide strategic leadership for freight rail investment, coordinate the development of freight strategies, and conduct research and analyses for freight policies and legislations.
- Administer State Freight Rail Program to improve freight rail capacity, promote public safety, maintain economic viability, and enhance environmental sustainability.
- Develop and provide statewide freight rail system and utilization data and information that are essential for regional and local freight planning and operation.
- Identify and assess the issues and potentials of freight rail as strategic multimodal transportation solutions.
- Coordinate statewide freight rail efforts and develop strategic partnership.

Benefit Cost Analysis – Legislative Directions

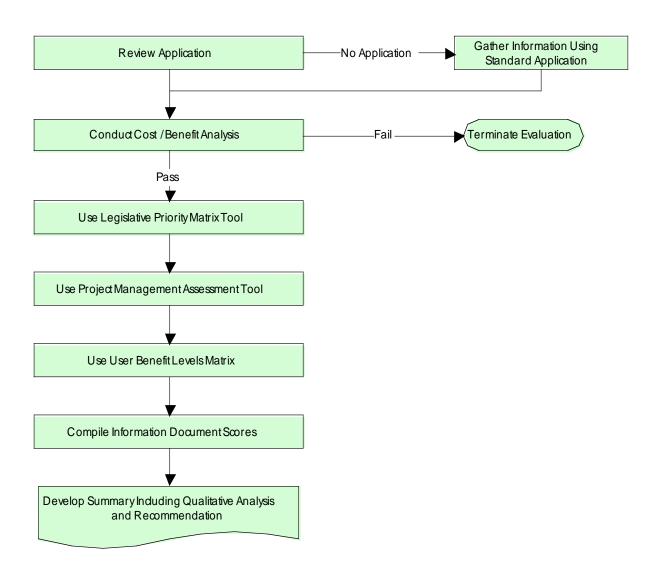
Under ESHB 1094, the Washington State Legislature required Washington State Department of Transportation (WSDOT) to develop and implement the benefit/impact evaluation methodology recommended in the Statewide Rail Capacity and System Needs Study, finalized December 2006.

Priorities

The benefit/impact evaluation method is developed using the following priorities, in order of relative importance:

- <u>movement by rail compared to alternative modes;</u>
- Self-sustaining economic development that creates family-wage jobs;
- Preservation of transportation corridors that would otherwise be lost;
- increased access to efficient and cost-effective transport to market for Washington's agricultural and industrial products;
- Better integration and cooperation within the regional, national, and international systems of freight distribution; and
- **Sal**Mitigation of impacts of increased rail traffic on communities.

Evaluation Process



Questions?

For more information on the Washington State Freight Rail Plan, please contact:

Scott Witt, Director
State Rail and Marine Office
360-705-6903, or WittS@wsdot.wa.gov,
or

George Xu, Ph.D.

Manager, Strategic Planning and Research
State Rail and Marine Office
360-705-6902, or XuGeorge@wsdot.wa.gov.

